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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR

DATE DISTR. 19 September 1949

SUBJECT

NO. OF PAGES 3

Airfield, Aircraft Factory, and Observatory at
Dolgoprudnaya, near MoscowPLACE
ACQUIREDNO. OF ENCLS. 1
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO
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1. Airfield

a. The airfield was located northwest of the aircraft plant in DOLOGOPRUDNAYA (37°31' E/55°57' N), on the opposite side of the road. It was said to be from 5,000 to 6,500 feet long, but source could not state exact measurements. There were several buildings, mostly flat ones, and the blimp hanger was located about 650 feet from the field border.

b. Two blimps were stationed at the airfield. The design of the one designated "Stalin" was similar to that of the German Zeppelin, but it was much smaller. The control gondola was usually attached to the front section of the hull. Farther to the rear there were engine gondolas. The blimp was painted silvergrey. While the "Stalin" was in the air very often, the smaller one, which was more like a powered balloon, was seldom used.

c. Only single-engine fighters, which, according to fellow PWs, were also German fighters, were stationed at the airfield. Night flying was not observed. It was often observed that two men jumped from a balloon.

2. Aircraft Plant

a. The plant was located 600 to 1,000 feet from the PW camp.

b. Only the front section of the plant, where large quantities of lumber were stored, could be observed. Large workshops were located farther to the rear. Some fellow PWs had worked in the sawmills of the plant; others mentioned Workshops No. 7 and No. 9. One of them had unloaded coal in Workshop No. 9, which partly served as a boiler house. It had a large sheet-metal funnel. Aluminum was said to be processed in Workshop No. 7.

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c. The shipping of aircraft from the plant was not observed. It was assumed that the manufactured planes came to the airfield. Fellow PW stated that small artillery observation planes and household goods were being manufactured in the plant.

3. Observatory

a. According to Soviets, the observatory was to be the largest in the USSR.

b. The following buildings were known to have been constructed after the war:

Plants I and II, the Institute, the Students' hostel, various buildings in area 15 (see attached sketch), and another large building constructed by a special detail.

c. The observatory seemed to be closely connected with MOSCOW University. There was a large number of students and a large, mostly young personnel.

d. Details:

(1) Old observatory, the center of meteorological observations. Area No. 15 was assigned to this Observatory. About 30 persons of both sexes worked in the observatory. They were very well dressed and arrived by bus from MOSCOW every morning. The Observatory was equipped with six to ten weather balloons of from 15 to 20 feet diameter. The balloons carried a basket with measuring instruments. Sometimes the measuring instrument were hanging on the outside of the balloons. Often a balloon manned by one man, who later on parachuted, was raised. The balloons were frequently illuminated. Source could not state to what altitudes the balloons were raised. The old observatory was scheduled to be connected with Plant No. I by a road which was also to pass by Plant II.

(2) It was assumed that the weather data secured was evaluated in Plants I and II and in the Institute. Civilians quartered in the Students' Hostel worked in these buildings.

(3) The "special detail" was located by the RR line. An extension of the Moscow road led through a gate into that area. A large building, about 135 feet long, was being constructed in that area by PWs. No details on its purpose were available. Machinery and spare parts were stored in other near-by buildings. Oxygen bottles were filled, and there were also workshops. One of the buildings had a smokestack. Smoking was forbidden in that area. Special guards were not seen. Many spherical containers about six feet in diameter, painted brown, were observed by source in the area between the spur track and the trunk line. These containers were assumed to be filled with gas for the balloons. Oxygen bottles were often taken from there to the old observatory.

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Comment:

a. The data on the blimp hangar and the aircraft plant in DOLGOPRUDNAYA are considered correct.

b. The DOLGOPRUDNAYA Aircraft Plant No.207 had, up to 1938, built blimps. It was then converted to aircraft manufacture. The manufacture of aircraft seems to have been resumed after the war only in sections of the plant. From former reports it was learned that plant No.207 had resumed the manufacture of small trainers after the war. The produced type aircraft cannot be determined from lack of specification data. It is possibly the Yak-18 trainer.

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1 Annex: Installations Observed in DOLGOPRUDNAYA, Moscow Oblast.

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